



U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List

Revision: 4
Date: February 20, 2013

Learjet, Inc

45

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

LEARJET 45

REVISION NO: 4

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HIGHLIGHTS OF CHANGE			
Cover Page	Updated Revision Number and Cover Page format to PL-31, Revision 3.		
All Pages	<p>Revision 4 is a complete reissue of this MMEL due to the new guidelines to be used in the AIRCRAFT model box in the header and new cover page format, therefore all pages are Revision 4 even if there are no change bars on a page.</p> <p>NOTE: Revision 4 is a revised numbering format. All annotations in the System Sequence (Title) Column are in accordance with (IAW) the JASC Code numbering system. No separate Highlights entry is made if the change bar indicates only this change. Items are not in the same order as they are in Revision 3a due to this numbering format change.</p>		
All ATA Sections	Changes in relief are made in conjunction with manufacturer's recommendations with FOEB concurrence and /or applicable portions of the latest Policy Letter revisions pertinent to the aircraft.		
All ATA Sections	Revised "FAR" to "14 CFR" in the "System Item" and "Remarks" sections of all affected ATA pages. (No separate Highlights entry is made if the change bar indicates only this change.)		
All ATA Sections	Items of equipment in the Title Column that were in plural form in Revision 3 have been changed to the singular form in Revision 4.		
Table Of Contents	Updated to incorporate Revision 4 changes.		
Log Of Revisions	Updated to incorporate Revision 4 changes.		
Control Pages	Updated to incorporate Revision 4 changes.		
Highlights	Updated to incorporate Revision 4 changes.		
Definitions	Updated to require current Policy Letter (PL) PL-25 Appendix B Definitions information for applicable portions of operator's MEL.		
Preamble	Updated to require current Preamble information from PL-34, or PL-36 (for Part 91 operations) to be included in operator's MEL.		
Guidelines [(O) & (M)]	Updated Guidelines for Operations (O) and Maintenance (M) procedures in accordance with (IAW) revised Policy Letters or at the recommendation of the aircraft manufacturer.		

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HIGHLIGHTS OF CHANGE

ATA 21

Bleed Air Leak Warning System relocated to ATA 26.

-20-01 Revised Item Description.

-20-02 Revised Item Description, Number Installed, and moved from ATA 25 to here.

-21-01 Revised Item Description and number installed.

-30-01 Added CAS display nomenclature to item description.

-30-02 Deleted, Revision 4.

-32-01 Updated nomenclature to coincide with display.

-33-01 Revised altitude to 9,000 feet and altitude restriction phraseology changed IAW PL-31 Revision 3.

-33-02 Altitude restriction phraseology changed IAW PL-31 Revision 3.

-40-01 Deleted (O) procedures requirement.

-40-02 Revised system nomenclature in the Remarks and Exceptions.

-40-03 Added Flight Deck Electric Foot Warmer System relief.

-50-01 Revised Item Description, deleted (M) procedures and added (O) procedure requirement, revised altitude to 9,000 feet, and altitude restriction phraseology changed IAW PL-31 Revision 3.

-50-02 Revised Item Description.

-50-03 Vapor Cycle System relief added.

-62-01 Title expanded.

-62-02 Title expanded.

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	ATA 22		
-10-01	Revised the NOTE in the Remarks and Exceptions. Deleted relief for aircraft with Two or More Autopilots Installed.		
-10-02	Revised Item Description. Revised Note 1, added Note 2 in the second proviso.		
-10-03	Revised Item Description.		
-10-04	Deleted, Revision 4.		
-10-05	Relief relocated from ATA 34, Revised Item Description and added Remarks and Exceptions.		
	ATA 23		
-00-03	Updated IAW PL-106 Revision 4.		
-00-04	Revised Remarks and Exceptions.		
-00-05	**** removed.		
-00-06	Added new proviso.		
-20-02	Title reworded and added (M) and (O) procedure requirements.		
-20-03	**** removed.		
-30-01	Relief relocated from ATA 25.		
-40-01-01	Deleted NOTE.		
-40-02	**** removed and added Remarks and Exceptions.		
-40-04	Revised Item Description and Number Installed.		
-40-05	**** removed.		
-50-01	Revised Item Description and Remarks and Exceptions.		
-50-03	Revised Number Installed, Number Required for Dispatch, and Remarks and Exceptions.		
-50-05	Relief relocated from ATA 34 and Revised Remarks and Exceptions.		

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	ATA 23 (Continued)		
-60-01	Revised Number Installed, Number Required for Dispatch, and Remarks and Exceptions.		
	ATA 24		
-37-01	***** removed.		
-37-01-02	Revised Item Description.		
-37-01-03	Revised Item Description.		
-37-02	Revised Item Description.		
-37-03	Revised Item Description.		
-37-04	Added new proviso.		
-37-05	Added new proviso.		
-37-06	Revised Item Description Remarks and Exceptions.		
-37-07	Revised Item Description Remarks and Exceptions.		
-37-08	Revised Item Description Remarks and Exceptions.		
-37-09	Revised Item Description Remarks and Exceptions.		
-50-01	Relief relocated from ATA 25 and Revised Remarks and Exceptions.		
	ATA 25		
	Flashlight and Flashlight Holder split up and relocated to ATA 33. Galley Waste Receptacle Access Doors/Covers relief deleted Revision 4. Overhead Storage Bin(s) relief deleted Revision 4.		
-00-01-02	Relief moved to 21-20-02, Revision 4.		

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HIGHLIGHTS OF CHANGE			
ATA 25 (Continued)			
-00-02	Combined with ATA 33-20-03, Passenger Lighted Information Sign, Revision 4.		
-10-01	Relief combined with ATA Item 25-20-01, Non-Essential Equipment and Furnishings (NEF), Revision 4.		
-10-02	Revised Item Description, Number Installed, and Remarks and Exceptions.		
-10-04	Deleted, Revision 4.		
-20-02-01	Passenger Seat Recline Mechanism relief updated IAW PL-079 Revision 8.		
-20-02-02	Deleted, Revision 4.		
-20-02-03	Revised Repair Category, added (M) procedure requirement and updated IAW PL-079 Revision 8.		
-20-02-04	Revised Remarks and Exceptions.		
-20-03	Revised Relief by deleting the proviso for aircraft with more than one ashtray and updated IAW PL-85 Revision 4.		
-20-04-01	Revised Number Installed.		
-20-04-02	Relief moved to 24-50-01, Revision 4.		
-20-05	Revised Title, Remarks and Exceptions and added an (M) symbol.		
-20-06	Revised Item Description, Remarks and Exceptions, and deleted the NOTE.		
-20-07	Added an (M) symbol.		
-50-01	Revised Item Description and deleted the first proviso.		
-60-01-01	Updated IAW PL-73 Revision 5, added (O) procedure requirement.		
-60-01-02	Updated IAW PL-73 Revision 5, added (O) procedure requirement.		
-60-01-03	Updated IAW PL-73 Revision 5, added (O) procedure requirement.		

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	ATA 25 (Continued)		
-62-01	Relief relocated from ATA 23 and updated IAW PL-120 Revision 1.		
	ATA 26		
-00-01	Deleted, Revision 4.		
-12-01	Revised Remarks and Exceptions.		
-13-01	Bleed Air Leak Warning System relief added.		
-21-02	Revised Remarks and Exceptions.		
	ATA 27		
-00-01	Revised Remarks and Exceptions.		
-00-02	Relief moved to 34-18-01, Revision 4.		
	ATA 28		
-40-01	L STBY Switch Indicator relief added.		
-40-02	R STBY Switch Indicator relief added.		
-40-03	XFLOW Switch Indicator relief added.		
-40-04	FUEL USED RESET Button relief added.		
-41-01	Revised Item Description.		
-42-01	Revised Item Description.		
-42-02	Revised Item Description.		
	ATA 30		
-00-01	Revised Item Description and Remarks and Exceptions.		
-00-02	Revised Item Description and Remarks and Exceptions.		
-00-03	Item title updated.		

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	ATA 30 (Continued)		
-10-02	Revised Remarks and Exceptions.		
-20-02	Revised Item Description and Remarks and Exceptions.		
-30-01	Revised Item Description, Remarks and Exceptions, and added Notes to both provisos.		
-30-02	System relief when "NOT REQUIRED" by the Certification or Operating Rules deleted.		
-40-01	Revised Item Description.		
-40-02	Title, Repair Category, Number Required and Remarks updated.		
-40-03	Deleted, Revision 4.		
	ATA 31		
-20-01	Added Remarks and Exceptions.		
-30-01	Updated IAW PL-87 Revision 10.		
-30-01-01-02	Revised Remarks and Exceptions.		
-50-01	Revised Item Description.		
-50-02	Revised Item Description and Remarks and Exceptions.		
-60-01	Relief relocated from ATA 34.		
-60-02	Relief relocated from ATA 34.		
-60-03	Relief relocated from ATA 34.and Function Mode relief added.		
-60-03-03	Added Remarks and Exceptions.		
-60-04	Minimums Knob relief added and added Remarks and Exceptions.		
-60-05	RA/BARO Switch relief added and added Remarks and Exceptions.		
-60-06	Barometric STD Switch relief added.		

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	ATA 32		
-40-01	Brake System relief proviso reworded.		
-50-01	Deleted, Revision 4.		
	ATA 33		
-10-01	Revised Item Description.		
-10-02	Revised Item Description.		
-10-03	Revised Item Description.		
-10-04	Revised Item Description and Remarks and Exceptions.		
-10-05	Revised Item Description.		
-10-06	Revised Item Description and Remarks and Exceptions.		
-20-01	Revised Item Description and Remarks and Exceptions.		
-20-02	Revised Item Description.		
-20-03	Updated IAW PL-123 Revision 1, added (O) procedure requirement.		
-40-02	Added the NOTE.		
-40-04	Revised Item Description and Number Installed.		
-40-08	Added Landing/Recognition Light Lens relief.		
-40-09	Revised Repair Category and Number Installed.		
-40-10	Updated IAW PL-72 Revision 4.		
-50-01	Revised Item Description and updated provisos.		
-50-03	Deleted, Revision 4.		
	ATA 34		
-00-05	Relief moved to 23-50-05, Revision 4.		

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ATA 34 (Continued)

-10-01	Deleted, Revision 4.
-10-05	Relief moved to 22-10-05, Revision 4.
-16-01	Added NOTE to 1 st proviso deleted 2 nd proviso and added Alerts.
-18-01	Relief relocated from ATA 27.
-21-01	Deleted, Revision 4.
-23-01	Updated IAW PL-10 Revision 1.
-31-01	Item 19 in Revision 3a separated into individual relief items for correct JASC Code numbering.
-31-02	Item 19 in Revision 3a separated into individual relief items for correct JASC Code numbering.
-32-01	Item 19 in Revision 3a separated into individual relief items for correct JASC Code numbering.
-33-01	Item 20 in Revision 3a separated into individual relief items for correct JASC Code numbering.
-36-01	Deleted, Revision 4.
-41-01	Item 20 in Revision 3a separated into individual relief items for correct JASC Code numbering.
-44-01-01	Revised NOTE.
-50-01	Item 20 in Revision 3a separated into individual relief items for correct JASC Code numbering.
-50-02	Updated IAW PL-105 Revision 1.
-51-02	Item 20 in Revision 3a separated into individual relief items for correct JASC Code numbering.
-52-01	Updated IAW PL-76 Revision 5.

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HIGHLIGHTS OF CHANGE			
	ATA 34 (Continued)		
-53-01	Item 20 in Revision 3a separated into individual relief items for correct JASC Code numbering.		
-55-01	Item 19 in Revision 3a separated into individual relief items for correct JASC Code numbering.		
-57-01	Item 20 in Revision 3a separated into individual relief items for correct JASC Code numbering.		
-60-01	Added Remarks and Exceptions.		
-60-01-01	FMS Tune Function relief added.		
-60-01-02	FMS Fuel Planning and Indicating Function relief added.		
-60-03	Deleted, Revision 4.		
-61-01	Revised Item Description from Flight Management System Navigation Databases to Navigation Database.		
	ATA 35		
-00-01	Deleted, Revision 4.		
-00-02	Revised Remarks.		
-00-03	Revised Number Installed.		
-20-01	Revised Item Description and Remarks and Exceptions.		
-20-01-01	Mask relief added.		
-20-01-02	Drop Out Panel relief added.		
-20-01-03	Revised Item Number.		
-30-01	Update IAW PL-43 Revision 2.		
	ATA 36		
-00-01	Altitude restriction phraseology changed IAW PL-31 Revision 3.		

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DEFINITIONS			
	ATA 38		
-30-01	Revised Item Description and deleted the second proviso.		
	ATA 46		
ATA 46	Revised section title to Information Systems.		
	ATA 52		
-00-01	Revised Item Description.		
-10-01	Revised Item Description and Number Installed.		
-10-02	Revised Item Description.		
-10-03	Revised Item Description.		
-30-01	Revised Item Description, deleted (O) symbol, and revised Remarks.		
-48-01	Revised Item Description, deleted (M) symbol, and revised Remarks.		
-70-01-01	Revised Item Description and Remarks.		
-70-01-02	Revised Remarks.		
-70-01-03	Revised Remarks.		
-70-01-04	Revised Remarks.		
	ATA 74		
-00-01	Revised Item Description and combined provisos A) & B) into one new proviso.		
	ATA 76		
-00-01	Revised Remarks.		
-00-03	APR Switch Indicator (Light Function Only) relief added.		
-01-01	Added (M) symbol.		
	ATA 77		
-41-01	Added Engine Vibration Monitor System relief		

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DEFINITIONS

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The required definitions are listed in Appendix B of MMEL Policy Letter PL-25.
Additional definitions may be included in an operator's MEL as desired.

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PREAMBLE		

The applicable preamble must be inserted in the operator's MEL from FAA Policy Letter PL-34 or PL-36.

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REGULATIONS REFERENCE		

REGULATIONS REFERENCE

Reference to regulations to use in operators MEL, when required, are in the current issue of Policy Letter 25. (Refer to <http://fsims.faa.gov>. Select "Publications" then MMEL Policy Letters under MMEL & AEG Guidance Documents.)

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Guidelines for (O) & (M) Procedures		

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

ATA 21

- 21-01 (M) Maintenance procedure to secure the Auxiliary Heat.
- 21-02 (M) Maintenance procedure to secure the Auxiliary Heat.
- 33-02 (M) Maintenance procedure to secure inoperative Valve CLOSED.
- 40-01 (M) Maintenance procedure to inspect Baggage Compartment for signs of overheating.
- 40-02 (M) Maintenance procedure to ensure the Vapor Cycle System is operative and the Auxiliary Heater is deactivated.
- 40-03 (M) Maintenance procedure to ensure the Foot Warmer is deactivated.
- 50-01 (O) Operations to ensure Pack Switch is OFF and aircraft is operated unpressurized at 9,000 feet MSL or below.
- 50-02 (M) Maintenance procedure to ensure System is set to NORMAL Flow.
- 50-03 (M) Maintenance procedure to deactivate and secure the Vapor Cycle System.

ATA 22

- 10-01 (M) Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse effect on any Flight Control function.
- 10-03 (O) Operations procedure to execute a manual go-around.

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Guidelines for (O) & (M) Procedures			
ATA 23			
-00-03	(O)	Operations procedure to ensure the SATCOM System operates normally and that adequate coverage is available.	
-20-01	(O)	Operations procedure to ensure alternate procedures are established and used.	
-20-01-01	(O)	Operations procedure to ensure alternate procedures are established and used.	
-20-02	(M)	Maintenance procedure to ensure the system is deactivated and secured.	
	(O)	Operations procedure to ensure alternate procedures are established and used.	
-40-01-01	(O)	Operations procedure to ensure passengers are adequately briefed.	
-40-02	(O)	Operations procedure to satisfactorily brief passengers.	
-40-03	(O)	Operations procedure to brief and alert passengers.	
-40-04	(O)	Operations procedure to brief and alert passengers.	
ATA 24			
-50-01	(M)	Maintenance procedure to ensure Circuit Breaker is SECURED.	
ATA 25			
-10-03-01	(M)	Maintenance procedure to ensure Seat is LOCKED.	
-20-02-01	(M)	Maintenance procedure to ensure Seat is SECURED in the full UPRIGHT position.	
-20-02-03	(M)	Maintenance procedure for Armrests with Recline Mechanism to ensure Seat is SECURED in the full UPRIGHT position.	
-20-05	(M)	Maintenance procedure to ensure affected Cabin Underseat Storage Door / Drawer is securely CLOSED and placarded "DO NOT USE".	

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Guidelines for (O) & (M) Procedures			
ATA 25 (Continued)			
-20-06	(M)	Maintenance procedure to ensure affected Compartment / Closet is securely CLOSED and placarded "DO NOT USE".	
-20-07	(M)	Maintenance procedure to ensure affected Interior Cabinet Door / Drawer / Latch is securely CLOSED and placarded "DO NOT USE".	
-60-01-01	(O)	Operations procedure to ensure AED is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.	
-60-01-02	(O)	Operations procedure to ensure EMK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.	
-60-01-03	(O)	Operations procedure to ensure FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.	
-62-01-02	(M)	Maintenance procedure to ensure ELT is deactivated.	
	(M)	Maintenance procedure to ensure ELT is deactivated.	
ATA 26			
-12-01	(M)	Maintenance procedure to ensure Auxiliary Power Unit is deactivated.	
-21-02	(M)	Maintenance procedure to ensure Auxiliary Power Unit is deactivated.	
ATA 28			
-40-04	(O)	Operations procedure to ensure flight crew has an alternate procedure to establish and determine fuel burn.	
-42-01	(O)	Operations procedure to ensure flight crew has a reliable means to determine fuel quantity for the intended flight.	
-42-02	(O)	Operations procedure to ensure flight crew has a reliable means to determine fuel quantity for the intended flight.	
ATA 31			
-20-01	(O)	Operations procedure to accurately record flight time.	

Guidelines for (O) & (M) Procedures

ATA 31 (Continued)

- 60-03-03 (O) Operations procedure to ensure flight crew considers FMS information displayed is not available on PFD.
- 60-04 (O) Operations procedure to ensure flight crew awareness of loss of approach minimums warning.
- 60-05 (O) Operations procedure to ensure flight crew awareness of loss of RA/BARO functions and warnings.

ATA 32

- 40-01 (O) Operations procedure to use all required operational and performance data in Section V of the AFM.

ATA 33

- 20-03 (O) Operations procedure to ensure PA System is used to notify passengers and Cabin crew when associated Sign(s) are placed ON or OFF.
- 20-03-01 (O) Operations procedure to ensure alternate procedures are established and used to notify Cabin occupants.
- 40-08 (M) Maintenance procedure utilizing Learjet Dispatch Deviation Guide Appendix A to temporarily shield cracked or shattered landing / recog light lens.
- 40-10 (O) Operations procedure to ensure aircraft is equipped with an approved and operative Ice Detection System and deicing procedures do not require use of the light.

ATA 34

- 16-01 (O) Operations procedure to ensure flight crew awareness of altitude changes or assignments and that RVSM is not authorized.

Guidelines for (O) & (M) Procedures

ATA 34 (Continued)

- | | | |
|--------------|-----|---|
| -23-01 | (O) | Operations procedure to ensure any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative. |
| | (O) | Operations procedure to ensure any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally, the Airplane is operated with Dual Independent Navigation Capability, and is under Positive Radar Control by ATC on the enroute portion of the flight. |
| | (O) | Operations procedure to ensure the flight is entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and are used in conjunction with approved Free Gyro Navigation Techniques. |
| -44-01 | (O) | Operations procedure to determine whether approach procedures require its use and to ensure flight crew awareness of affected Systems. |
| -44-02-01 | (O) | Operations procedure to ensure alternate procedures are established and used for altitude awareness. |
| -44-02-01-01 | (O) | Operations procedure to ensure alternate procedures are established and used for altitude awareness. |
| -44-02-01-04 | (O) | Operations procedure to ensure alternate procedures are established and used for Advisory Callouts. |
| | (O) | Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR. |
| -44-02-01-05 | (O) | Operations procedure to ensure alternate procedures are established and used for an inoperative Windshear Mode. |
| | (O) | Operations procedure to ensure alternate procedures are established and used for an inoperative Windshear Mode and the Windshear Detection and Avoidance System (Predictive) operates normally. |
| -44-02-02 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| -44-03-01 | (O) | Operations procedure to ensure alternate procedures are established and used. |

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ATA 34 (Continued)			
-44-03-01-01	(O)	Operations procedure to ensure alternate procedures are established and used for altitude awareness.	
-44-03-01-04	(O)	Operations procedure to ensure alternate procedures are established and used for Advisory Callouts.	
	(O)	Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR.	
-44-03-01-05	(O)	Operations procedure to ensure alternate procedures are established and used for an inoperative Windshear Mode.	
-44-04-01	(O)	Operations procedure to ensure alternate procedures are established and used for altitude awareness.	
-45-01	(M)	Maintenance procedure to deactivate and secure the System. Procedure applies to both provisos.	
-45-02	(M)	Maintenance procedure to deactivate and secure the System. Procedure applies to both provisos.	
-45-02-02	(O)	Operations procedure to ensure enroute or approach procedures do not require use of the RA Display System.	
-45-02-03	(O)	Operations procedure to ensure enroute or approach procedures do not require use of the TA Display System.	
-60-01	(O)	Operations procedure to ensure alternate flight planning procedures are established and used and flight plan will reflect correct aircraft type/special equipment suffix.	
-61-01	(O)	Operations procedure to verify status and suitability of Navigation Facilities and Fixes used to define route of flight.	
ATA 35			
-00-04	(O)	Operations procedure to confirm that Oxygen System pressure is adequate for the intended flight.	
-20-01-02	(M)	Maintenance procedure to ensure oxygen masks and drop out panel is removed and placard installed.	

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Guidelines for (O) & (M) Procedures			
ATA 36			
-00-01	(O)	Operations procedure to ensure appropriate Emergency Pressurization Valve is operative.	
ATA 38			
-10-01	(M)	Maintenance procedure to deactivate or isolate Components and to verify there are no leaks.	
	(M)	Maintenance procedure to drain System and to ensure it remains EMPTY.	
-30-01	(M)	Maintenance procedure to deactivate or isolate Components and verify there are no leaks.	
ATA 46			
-00-01-01	(O)	Operations procedure to ensure alternate procedures are established and used.	
-00-01-02	(O)	Operations procedure to ensure alternate procedures are established and used.	
-00-01-03	(O)	Operations procedure to ensure alternate procedures are established and used.	
-00-01-04	(M)	Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft (applies to both provisos).	
	(O)	Operations procedure to ensure alternate procedures are established and used.	
ATA 49			
-00-01	(M)	Maintenance procedure to inspect APU and ensure no safety hazard exists and unit is deactivated.	
ATA 73			
-31-01	(O)	Operations procedure to use data from sources other than the FMS for weight and performance calculations.	

Guidelines for (O) & (M) Procedures

ATA 76

-01-01 (M) Maintenance procedure to deactivate and secure Synchronizer system.

ATA 77

-41-01 (M) Maintenance procedure to deactivate and secure Engine Vibration Monitor system.

ATA 78

-30-01-01 (M) Maintenance procedure to ensure the appropriate Service Bulletin is properly installed and the Thrust Reversers are secured in the FORWARD THRUST position.

-30-01-02 (M) Maintenance procedure to deactivate and secure the Thrust Reversers in the FORWARD position.

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			2. NUMBER INSTALLED			
			3. NUMBER REQUIRED FOR DISPATCH			
			4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING					
-20-01	Flight Deck Air Vent / Gasper (WEMAC)		C	-	0	
-20-02	Cabin Air Vent / Gasper (WEMAC)		D	-	0	
-21-01	Lavatory Recirculation Fan		C	1	0	(M) May be inoperative provided Auxiliary Heat is DISABLED.
-21-02	Lavatory Recirculation Fan HIGH / LOW Speed Switch		C	1	0	(M) May be inoperative provided Auxiliary Heat is disabled.
			C	1	0	May be inoperative provided Fan operates at HIGH Speed when Auxiliary Heat is used.
-30-01	Cabin Pressurization Control System Channel (CAB PRESS FAIL)		C	2	1	One (1) may be inoperative.
-30-02	MANUAL PRESS Control System					Deleted, Revision 4
-32-01	CABIN PRESSURE CONTROL Display		C	1	0	May be inoperative provided CABIN RATE, DELTA P, and CABIN ALT displays on EICAS ECS page are operative.

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21	AIR CONDITIONING					
-33-01	Cabin Air Outflow Valve		C	2	1	One (1) may be inoperative provided: a) Aircraft is operated unpressurized, and b) Aircraft is operated at 9,000 feet MSL or below.
-33-02	Emergency Pressurization Valve		C	2	1	(M) One (1) may be inoperative provided: a) Inoperative Valve is secured CLOSED, and b) Aircraft is operated at 41,000 feet MSL or below.
-40-01	Baggage Compartment Heater		C	1	0	(M) May be inoperative provided passengers are advised that baggage contents are subject to freezing.
-40-02	Auxiliary Heat		D	1	0	(M) May be inoperative provided Vapor Cycle Cooling System is operative.
-40-03	Flight Deck Electric Foot Warmer System		C	1	0	(M) May be inoperative provided temperature is acceptable to flight crew.
-50-01	PACK		C	1	0	(O) May be inoperative provided: a) Aircraft is operated unpressurized at 9,000 feet MSL or below, and b) PACK Switch is OFF.
-50-02	Pack HI FLOW System		C	1	0	(M) May be inoperative provided System is set to NORMAL Flow.

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			4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING					
-50-03	Vapor Cycle System		D	-	0	(M) May be inoperative provided Vapor Cycle System is deactivated and secured.
-60-01	Automatic Temperature Control System		C	1	0	May be inoperative provided Manual Temperature Control System is operative.
-60-02	Manual Temperature Control System		C	1	0	May be inoperative provided Automatic Temperature Control System is operative.
-62-01	EICAS TEMP CONT Display (CKPT)		C	1	0	
-62-02	EICAS TEMP CONT Display (CAB)		C	1	0	
-62-03	EICAS CAB TEMP Display		C	1	0	

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22	AUTOPILOT				
-10-01	Autopilot System	B	1	0	(M) Except where enroute operations require its use, may be inoperative. NOTE: RVSM is not authorized.
-10-02	Control Wheel Master Switch (MSW)	C	2	1	One (1) may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the Autopilot.
		B	2	0	May be inoperative provided Autopilot is not used. NOTE 1: Control Wheel Master Switch (MSW) is required for functions other than the Autopilot System. NOTE 2: RVSM is not authorized.
-10-03	GO-AROUND Switch	C	1	0	(O) May be inoperative provided: a) Autopilot and Flight Director are not used below 500 feet AGL, and b) Alternate procedures are established and used.
-10-04	Yaw Damper System				Deleted, Revision 4.

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SYSTEM,
SEQUENCE NUMBERS & ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

22 AUTOPILOT

-10-05 Touch Control Steering
(TCS) Switch

C

2

0

-20-01 Mach Trim System

C

1

0

May be inoperative provided aircraft is
operated in accordance with AFM
Limitations.

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		4. REMARKS AND EXCEPTIONS				
23	COMMUNICATIONS					
-00-04	Communications System (VHF And UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: a) VHF COM 1 is operative, b) System is not powered by any aircraft Emergency Power System Bus, and c) System is not required for emergency procedures.	
-00-05	Satellite Communications System	C	-	0		
-00-06 ***	WIFI Internet System	D	-	-		
-20-01	Selective Call System (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
-01	Channel	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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			4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS					
-20-02	ACARS Communication Addressing And Reporting System	C	-	0	(M)(O) May be inoperative provided: a) Affected equipment is deactivated, and b) Alternate procedures are used for air/ground communications.	
-20-03	Airborne Flight Information System (AFIS)	C	-	0		
-30-01	Passenger Audio Control Panel	D	-	0		
-40-01	Passenger Address System (PA)					
-01	Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
-02	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	
-40-02	Pre-Recorded Passenger Announcement System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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		4. REMARKS AND EXCEPTIONS				
23	COMMUNICATIONS					
-40-03	Cabin Chimes	C	-	0	(O) May be inoperative provided: a) Passenger Address System operates normally, and b) Alternate procedures are established and used.	
-40-04	Speaker (Cabin / Lavatory)	B	-	0	(O) May be inoperative provided alternate, normal and emergency procedures and / or operating restrictions are established and used.	
-40-05	Maintenance Interphone System	C	-	0		
-50-01	Speaker (Flight Deck)	C	2	0	May be inoperative provided an operative Headset is used by each Flight Deck crewmember.	
-50-02	Headset	C	-	-	As required by 14 CFR.	
-50-03	Hand Held Microphone	C	2	0	May be inoperative provided: a) The associated Flight Deck crewmember uses a Boom Microphone, and b) The associated Control Wheel Press-To-Talk Switch is operative.	

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
-50-04 Boom Microphone				
-01 Cockpit Voice Recorder With Flight Data Recorder Installed				
-01 Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 121.359(g) Or 135.151(d).	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three (3) flight days.
-02 *** Cockpit Voice Recorder Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.
-02 Cockpit Voice Recorder Without Flight Data Recorder Installed				
-01 Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 121.359(g) Or 135.151(d)	A	-	0	May be inoperative provided repairs are made within three (3) flight days.
-02 *** Cockpit Voice Recorder Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.

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23	COMMUNICATIONS					
-70-02	Cockpit Voice Recorder (CVR) (Continued)					
-01	For Air Carrier And Commercial Operators (Continued)					
-02	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three (3) flight days.	
-02	For Operators Other Than Air Carriers And Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	

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			4. REMARKS AND EXCEPTIONS			
24	ELECTRICAL					
-37-01	APU Amperage Display (LR-45)					
-01	EICAS APU Amperage Display		C	1	0	May be inoperative provided APU Control Panel Amperage Indication is operative.
-02	APU Control Panel GEN AMPS Indication		C	1	0	May be inoperative provided EICAS APU Amperage Display is operative.
-03	EICAS and APU Control Panel GEN AMPS Display		C	2	0	Both may be inoperative provided APU is not used.
-37-02	L & R BATT Switch Indicator (Light Function Only)		C	2	0	May be inoperative provided associated Battery is operative.
-37-03	L & R GEN Switch Indicator (Light Function Only)		C	2	0	May be inoperative provided associated Generator is operative.
-37-04	BUS-TIE Switch Indicator (Light Function Only)		C	1	0	May be inoperative provided BUS-TIE is operative.
-37-05	APU GEN Switch Indicator (Light Function Only)		C	1	0	May be inoperative provided APU GEN is operative.

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24	ELECTRICAL					
-37-06	L & R MAIN Bus Indicator (Light Function Only)		C	2	0	May be inoperative provided the associated Bus is operative.
-37-07	L & R NON-ESS BUS Indicator (Light Function Only)		C	2	0	May be inoperative provided the associated Bus is operative.
-37-08	L & R AV MSTR Switch Indicator (Light Function Only)		C	2	0	May be inoperative provided the associated Bus is operative.
-37-09	EMER BATT Switch Indicator (Light Function Only)		C	1	0	May be inoperative provided Emergency Battery System is operative.
-40-01	External Power System		C	1	0	
-50-01	Cabin Power Outlet System		D	-	0	(M) May be inoperative provided the System is deactivated.

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25	EQUIPMENT/ FURNISHINGS					
-10-03	Flight Crew Seat (Continued)					
-02	Lumbar Support		C	2	0	
-03	Armrest		C	4	0	
-04	Recline Function		C	2	0	May be inoperative provided Seat is acceptable to flight crew.
-05	Headrest		C	2	0	May be inoperative provided Seat is acceptable to the flight crew.
-10-04	Observer Seat(s)					Deleted, Revision 4.
-20-01	Non-Essential Equipment & Furnishings (NEF)			-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
NOTE: Exterior Lavatory Door Ash Trays are not considered NEF Items.						

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25	EQUIPMENT/ FURNISHINGS				
-20-02	Passenger Seat	D	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the Main Aircraft Aisle, and c) The affected Seat is blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative.</p> <p>NOTE 2: Affected Seat may include the Seat behind and / or adjacent outboard Seat.</p>
-01	Recline Mechanism	D	-	-	<p>(M) May be inoperative and Seat occupied provided Seat is secured in the FULL UPRIGHT position.</p>
		D	-	-	<p>May be inoperative and Seat occupied provided Seat Back is IMMOVABLE in FULL UPRIGHT position.</p>
-02	Underseat Baggage Restraining Bars				<p>Deleted, Revision 4.</p>
(Continued)					

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25	EQUIPMENT/ FURNISHINGS					
-20-02	Passenger Seat (Continued)					
-03	Armrest		D	-	-	(M) May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the Main Aircraft Aisle, and c) For an Armrest with a Recline Mechanism, Seat is secured in the UPRIGHT position.
-04	Swivel Mechanism		D	-	-	May be inoperative and Seat occupied provided Seat is immovable in placarded taxi, takeoff and landing position.
-20-03	Exterior Lavatory Door Ashtray		A	1	0	May be missing or inoperative for ten (10) calendar days.
-20-04	Cabin Power Equipment					
-01	Cabin Power Outlet Cover		D	-	0	
-02	Cabin Power Outlet System					Moved to 24-50-01, Revision 4.

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25	EQUIPMENT/ FURNISHINGS					
-20-05	Cabin Underseat Storage Door / Drawer	D	-	0	(M) May be missing or inoperative provided: a) If missing, contents must be relocated, b) If inoperative, Door must be closed and SECURED and contents relocated, c) If contents contain Emergency Equipment, the equipment must be relocated and accessible for the passenger or the Seat must be considered inoperative, and d) If Emergency Equipment is relocated, passengers must be briefed as to its location.	
-20-06	Cabin And Galley Storage Compartment / Closet	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure Compartment CLOSED, b) Any Emergency Equipment located in affected Compartment is relocated or considered inoperative, c) Affected Compartment is not used for storage of any item(s) except for those permanently affixed, and d) Passengers are briefed on any relocated Emergency Equipment.	

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25	EQUIPMENT/ FURNISHINGS				
-20-07	Interior Cabinet Door / Drawer / Latch	D	-	-	(M) May be inoperative or missing provided: a) If inoperative, Door / Drawer is in the CLOSED Position and SECURED, and b) If missing, unsecured contents of the Cabinet are REMOVED.
-50-01	Aft Cabin Baggage Compartment Restraint System	C	-	-	May be inoperative or missing provided Baggage Compartment remains EMPTY.
-60-01	Emergency Medical Equipment				
-01	Automatic External Defibrillator (AED) And / Or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one (1) flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. (Continued)

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25	EQUIPMENT/ FURNISHINGS				
-60-01	Emergency Medical Equipment (Continued)				
-02	Emergency Medical Kit (EMK) And / Or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one (1) flight.
		D	-	0	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
-03	First Aid Kit (FAK) And / Or Associated Equipment	A	-	-	(O) If more than one (1) is required by 14 CFR, only one (1) of the required FAK's may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within one (1) flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
-60-02	Flotation Device And Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.

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25	EQUIPMENT/ FURNISHINGS				
-62-01 ***	Emergency Locator Transmitter (ELT)				
-01	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
-02	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within ninety (90) days.
		A	-	0	May be missing provided repairs are made within ninety (90) days.
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		D	-	-	Any in excess of those required by 14 CFR may be missing.

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26	FIRE PROTECTION					
-00-01	Cargo Compartment Fire Detection / Suppression Systems					Deleted, Revision 4.
-12-01	Auxiliary Power Unit (APU) Fire Detection System (LR-45)		C	1	0	(M) May be inoperative provided Auxiliary Power Unit (APU) is considered inoperative.
-13-01	Bleed Air Leak Warning System		C	2	1	One may be inoperative provided: a) Associated Bleed Switch is OFF, b) Aircraft is operated at 25,000 feet MSL or below, and c) Aircraft is not operated in known or forecast icing conditions.
			C	2	0	May be inoperative provided: a) Both Bleed Switches are OFF, b) Aircraft is operated unpressurized at 9,000 feet MSL or below, and c) Aircraft is not operated in known or forecast icing conditions.
-21-01	Fire Extinguisher Bottle Thermal And Discharge Indicator Disk		C	2	0	May be missing provided Bottle pressures are in accordance with the AFM.

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26 FIRE PROTECTION					
-21-02 Auxiliary Power Unit (APU) Fire Extinguisher Bottle (LR-45)		C	1	0	(M) May be inoperative provided Auxiliary Power Unit (APU) is considered inoperative.
-22-01 Portable Fire Extinguisher		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged INOPERATIVE, removed from the installed location and placed out of sight so it cannot be mistaken for a functional Unit, and b) Required distribution is maintained.

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27	FLIGHT CONTROLS					
-00-01	Rudder Pedal FWD / AFT Switch		C	2	0	May be inoperative provided the flight crew can satisfactorily operate the Rudder Pedals and Brakes throughout their complete range of motion on the affected side while in the SEATED position.
-00-02	PFD Low Speed Cues					Relief moved to 34-18-01, Revision 4.

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28	FUEL					
-10-01	Fuel Cap Retention Cable (SPPR System)	C	1	0		
-20-01	Single Point Pressure Refuel (SPPR) System	C	1	0		
-40-01	L STBY Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided L STBY PUMP ON CAS message is displayed when selected.	
-40-02	R STBY Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided R STBY PUMP ON CAS message is displayed when selected.	
-40-03	XFLOW Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided FUEL XFLO OPEN CAS message is displayed when selected.	
-40-04	FUEL USED RESET Button	C	1	0	(O) May be inoperative provided alternate procedures are established and used to determine fuel burn.	

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28	FUEL					
-41-01	Refueling Panel Fuel Quantity Indicator		C	1	0	May be inoperative provided fuel quantity is determined using Flight Deck Fuel Quantity Indicators.
-42-01	Right Wing Fuel Probe (R FUEL QTY FAULT)		A	7	6	(O) One (1) may be inoperative provided: a) Both Flight Deck Fuel Quantity Indicators are OPERATIVE, b) Both Wing Tanks are filled with fuel and quantity is verified, and c) Amber Dashes do not display on indicator, and d) Repairs are made within three (3) flight days.
-42-02	Left Wing Fuel Probe (L FUEL QTY FAULT)		A	7	6	(O) One (1) may be inoperative provided: a) Both Flight Deck Fuel Quantity Indicators are OPERATIVE, b) Both Wing Tanks are filled with fuel and quantity is verified, and c) Amber Dashes do not display on indicator, and d) Repairs are made within three (3) flight days.

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30	ICE & RAIN PROTECTION					
-00-01	Angle Of Attack Vane Heat (L or R AOA HT FAIL)		C	2	1	One (1) may be inoperative provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
-00-02	SAT Probe Heat (SAT HT FAIL)		C	1	0	One (1) may be inoperative provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
-00-03	L and / or R PROBES Switch Indicator (Light Function Only)		C	2	0	May be inoperative provided the associated Probe Heat is verified to be OPERATIVE.
-10-01	Wing / Stabilizer Anti-Ice System		C	1	0	May be inoperative OFF provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.

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30	ICE & RAIN PROTECTION					
-10-02	WING / STAB Switch Indicator (Light Function Only)		C	1	0	May be inoperative provided Anti-Ice System is verified operative during AFM Normal Procedures - Starting Engines.
-10-03	Wing / Stab Leak Warning System		C	1	0	May be inoperative provided: a) WING / STAB Anti-Ice Switch is OFF, b) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and c) Aircraft is not operated in known or forecast icing conditions.
-20-01	Nacelle Anti-Ice System		C	2	1	One (1) may be inoperative OFF provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
-20-02	L and / or R NAC Switch Indicator (Light Function Only)		C	2	0	May be inoperative provided left and / or right green NAC EI message is displayed when selected.

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30 ICE & RAIN PROTECTION				
-30-01 Pitot-Static Probe Heater	B	3	2	One (1) may be inoperative provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is operated in day VMC ONLY. NOTE 1: Both Left and Right Pitot-Static Probe Heaters must be Operative for RVSM operations. NOTE 2: Left Pitot-Static Probe Heat Switch controls forward and aft Drain Mast Heaters.
	B	3	1	Two (2) may be inoperative provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is operated in day VMC ONLY. NOTE 1: Both Left and Right Pitot-Static Probe Heaters must be Operative for RVSM operations. NOTE 2: Left Pitot-Static Probe Heat Switch controls forward and aft Drain Mast Heaters.

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ICE & RAIN PROTECTION						
-30-02	Pitot Heat Indicating System	B	-	0	May be inoperative provided: a) All other Elements of the Pitot Heat System operate normally, and b) The aircraft is not operated into known or forecast icing conditions.	
-40-01	Windshield Heat (L / R WSHLD OVHT or L / R WSHLD HT FAIL)	C	2	0	May be inoperative OFF provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Meteorological conditions at point of intended landing are acceptable to the flight crew.	
-40-02	Windshield Heat (L / R WSHLD HT FAULT)	B	2	1	White 'L or R WSHLD HT FAULT' CAS message may be displayed provided operations are not conducted in known or forecast icing conditions.	
-40-03	L And / Or R WSHLD Switch Indicator (Light Function Only)				Deleted, Revision 4.	
-70-01	Drain Mast Heater	C	1	0		

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30 ICE & RAIN PROTECTION						
-80-01 Ice Detector System			C	1	0	May be inoperative provided Wing / Stabilizer Anti-Ice System and Nacelle Anti / Ice System are ON prior to operating in visible moisture with Static Air Temperature (SAT) between +10 degrees C and -40 degrees C.
			C	1	0	May be inoperative provided Wing / Stabilizer Anti-Ice System and Nacelle Anti / Ice System are ON prior to operating at night with Static Air Temperature (SAT) between +10 degrees C and -40 degrees C.

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31 INDICATING/ RECORDING SYSTEMS			
-30-01 Flight Data Recorder (FDR) System (Continued)			
-01 For Air Carrier Or Commercial Operators (Continued)			
Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	A	-	0
	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three (3) flight days.		
	(Continued)		

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31	INDICATING/ RECORDING SYSTEMS								
-30-01	Flight Data Recorder (FDR) System (Continued)								
-01	For Air Carrier Or Commercial Operators (Continued)								
-01	FDR Recording Parameters Required By 14 CFR			A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within twenty (20) calendar days.		
-02	FDR Recording Parameters Not Required By 14 CFR			A	-	-	May be inoperative provided repairs are made prior to completion of the next scheduled inspection.		
-02	Operators Other Than Holders Of Air Carrier Or Commercial Operator Certificates			C	-	1	Any in excess of those required by 14 CFR may be inoperative.		
				A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.		

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31	INDICATING/ RECORDING SYSTEMS				
-50-01	Master WARN / CAUT Switch Indicator (Light Function Only)	C	2	1	
-50-02	Crew Warning Panel (CWP) Annunciation Light	B	22	0	May be inoperative provided: a) Both Master WARN / CAUT Switch Indicators are operative, b) Crew Advisory System (CAS) is operative, c) Aural Master Warning is operative, and d) EMER BATT Switch Indicator must be operative if CWP EMER BATT Light is inoperative.
-60-01	Display Unit	A	4	3	One (1) Inboard Display Unit may be inoperative for one (1) flight day provided: a) Display Unit Reversion Knobs are operative, and b) Both Radio Management Units are operative.
-60-02	Display Unit Reversion Knob	B	2	1	One (1) may be inoperative provided: a) Associated Switch must be inoperative with NORM selected, and b) Magnetic Compass is operative.

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31	INDICATING/ RECORDING SYSTEMS					
-60-03	Display Unit Controller (Continued)					
-06	Push-To-Test / Dim Knob					
-01	Push-To-Test Mode		C	2	0	
-02	Bright / Dim Mode		C	4	0	May be inoperative provided lighting intensity is acceptable to the crew. NOTE: If lighting intensity is unacceptable to the flight crew, the Display Unit shall be considered inoperative.
-60-04	MINIMUMS Knob		C	2	0	(O) May be inoperative provided alternate procedures are established and used.
-60-05	RA / BARO Switch		C	2	0	(O) May be inoperative provided alternate procedures are established and used.
-60-06	Barometric STD Switch		C	2	0	

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		4. REMARKS AND EXCEPTIONS			
32	LANDING GEAR				
-40-01	Brake System	A	-	-	(O) May be dispatched with White BRAKE FAULT CAS Message provided: a) Procedures referenced in Section V, Performance, of the AFM for increased takeoff and landing distances are complied with, and b) Repairs are made within five (5) flights.
-41-01	Anti-Skid System	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM.
-50-01	Nose Wheel Steering System				Deleted, Revision 4.

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SYSTEM,
SEQUENCE NUMBERS & ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

33 LIGHTS

-10-01 Flight Deck Annunciator and / or Instrument Panel Light Dimming Function

C

1

0

May be inoperative for daylight operations ONLY.

-10-02 Landing Gear Control Panel
Assembly / Position Light

-01 Nose Transit
(White & Black Lamp)

C

2

1

One (1) may be inoperative provided the adjacent Lamp illuminating the same Nomenclature / Function is operative.

-02 Nose DOWN
(Green Lamp)

C

2

1

One (1) may be inoperative provided the adjacent Lamp illuminating the same Nomenclature / Function is operative.

-03 Left Transit
(White & Black Lamp)

C

2

1

One (1) may be inoperative provided the adjacent Lamp illuminating the same Nomenclature / Function is operative.

-04 Left DOWN
(Green Lamp)

C

2

1

One (1) may be inoperative provided the adjacent Lamp illuminating the same Nomenclature / Function is operative.

(Continued)

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33 LIGHTS			
-10-02 Landing Gear Control Panel Assembly / Position Light (Continued)			
-05 Right Transit (White & Black Lamp)	C	2	1 One (1) may be inoperative provided the adjacent Lamp illuminating the same Nomenclature / Function is operative.
-06 Right DOWN (Green Lamp)	C	2	1 One (1) may be inoperative provided the adjacent Lamp illuminating the same Nomenclature / Function is operative.
-10-03 Flight Deck / Flight Compartment and Instrument Lighting System (Including Back Lighting)	C	-	- Individual Lights may be inoperative provided remaining Lighting System lights are: a) Not required for an emergency procedure, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Positioned so that direct rays are shielded from flight crewmembers eyes, and d) Lighting configuration and intensity is acceptable to the flight crew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.

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			4. REMARKS AND EXCEPTIONS			
33	LIGHTS					
-10-04	EFIS Display Controller Backlighting		C	2	0	May be inoperative provided lighting configuration is acceptable to the flight crew.
-10-05	Flight Deck Map Light		C	2	0	
-10-06	Flight Deck Push Button Switch / Annunciator (PBS / PBA) Light		B	-	-	Each independent module may have one (1) bulb inoperative provided the nomenclature remains legible.
-20-01	Entry Light		C	1	0	May be inoperative provided sufficient ambient lighting illuminates the Steps.
-20-02	Cabin Interior Lighting System (Excludes Cabin Emergency Lighting System)		C	-	0	May be inoperative provided lighting configuration is acceptable to the flight crew.
-20-03	Passenger Lighted Information Sign		C	-	-	(O) May be inoperative and associated Passenger Seat or Lavatory may be occupied provided: a) PA System operates normally, and b) PA System is used to notify passengers and Cabin crew when associated Sign(s) are placed ON or OFF.
-01	For 14 CFR 91 Operations And Operations Not Requiring Use Of PA System		C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify Cabin occupants.

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33 LIGHTS						
-20-04	Lavatory Reading Light		C	1	0	
-20-05	Lavatory Vanity Light		C	2	0	
-30-01	Service Light					
-01	Baggage		C	-	0	
-02	Tailcone		C	-	0	
-03	Maintenance		C	-	0	
-40-01 ***	Baggage Door / Pylon External Light		C	2	0	
-40-02	Position (NAV) Light System		C	1	0	May be inoperative provided aircraft is not operated at night. NOTE: On aircraft equipped with LED Navigation Light System, if any LEDs are inoperative, the entire assembly is considered inoperative.

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33 LIGHTS						
-40-03 Recognition Light			C	2	0	
-40-04 Pulse Light System ***			C	-	0	
-40-05 Anti-Collision Light System						
-01 Beacon Light			C	2	0	May be inoperative provided Navigation Lights are used for night ground operations.
-02 Strobe Light			C	2	0	May be inoperative provided aircraft is not operated at night.
-40-06 Taxi Light			C	2	0	
-40-07 Landing Light			C	2	1	One (1) may be inoperative.
			C	2	0	May be inoperative provided both Recognition Lights are operative.
			C	2	0	May be inoperative provided both Taxi Lights are operative.
			C	2	0	May be inoperative provided aircraft is not operated at night.

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			4. REMARKS AND EXCEPTIONS			
33	LIGHTS					
-40-08	Landing / Recognition Light Lens	C	2	0	(M) May be inoperative provided: a) Affected Landing / Recognition Light is deactivated, and b) Affected Landing / Recognition Light Lens is covered.	
-40-09 ***	Logo Light System	D	-	0		
-40-10	Wing Inspection Light	C	1	0	May be inoperative provided: a) Primary Ice Detection system is operative, and b) Ground deicing procedures do not require use of Wing Inspection Light.	
-50-01	Flight Deck Flashlight And Holder Assembly					
-01	Flashlight	C	2	0	May be inoperative provided crewmember assigned to the associated Seat has a Flashlight with at least two (2) D Cell Batteries, or equivalent, in good working order.	
-02	Flashlight Holder	D	2	0		
-50-02	Exterior Emergency Lighting System	C	1	0	May be inoperative provided aircraft is not operated at night.	

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33	LIGHTS					
-50-03	Floor Proximity Emergency Escape Path Marking System				Deleted, Revision 4.	

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34	NAVIGATION					
-00-01	MFD Joystick		C	1	0	
-00-02	Heading Selector Knob		B	1	0	
-00-03	Course Selector Knob		B	2	1	One (1) may be inoperative.
-00-04	Speed Selector / Vertical Speed Knob		C	1	0	
-00-05	Radio Management Unit (RMU)					Relief moved to 23-50-05, Revision 4.
-10-01	Reversion Switch (IC / SG, ADC, AHRS, DAU)					Deleted, Revision 4.
-10-05	Touch Control Steering (TCS) Switch					Relief moved to 22-10-05, Revision 4.

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	4. REMARKS AND EXCEPTIONS			
34	NAVIGATION			
-16-01	Altitude Alerting System	A	-	0
				(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within three (3) flight days. NOTE: RVSM not authorized.
-01	Aural Alert	C	-	0
				May be inoperative provided: a) Visual Alert operates normally, and b) Autopilot with Altitude Hold and Altitude Capture operates normally.
-02	Visual Alert	C	-	0
				May be inoperative provided: a) Aural Alert operates normally, and b) Autopilot with Altitude Hold and Altitude Capture operates normally.
-18-01	PFD Low Speed Awareness (LSA) Cue/Bar	C	2	1
		C	2	0
				May be inoperative provided both Angle-Of-Attack Indicators are installed and OPERATIVE.

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34 NAVIGATION				
-21-01 Standby Attitude Indicator				Deleted Revision 4.
-23-01 Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three (3) Gyro or INS (IRU) Stabilized Compass Systems are operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two (2) Gyro or INS (IRU) Stabilized Compass Systems operate normally, and b) Airplane is operated with dual independent navigation capability and under Positive Radar Control by ATC on the enroute portion of the flight.
	B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two (2) Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.
-31-01 VHF Omni-Directional Range (VOR)	C	-	0	As required by 14 CFR.

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34	NAVIGATION					
-31-02	ILS Localizer (LOC)		C	-	0	As required by 14 CFR.
-32-01	ILS Glide Slope (GS)		C	-	0	As required by 14 CFR.
-33-01	Microwave Landing System (MLS)		D	-	0	As required by 14 CFR.
-34-01	Marker Beacon System		C	-	-	May be inoperative provided approach procedures do not require its use.
-36-01	Wind Shear Detection, Guidance And Avoidance System					Deleted, Revision 4.
-41-01	Inertial Navigation System (INS)		D	-	0	As required by 14 CFR.
-42-01	Weather Radar System		D	1	0	As required by 14 CFR.
-44-01	Radio Altimeter		C	-	-	(O) May be inoperative provided approach procedures do not require its use.
			NOTE: CAS Takeoff and Landing Inhibits, Decision Height (DH) value, Low Altitude Awareness on Altitude Tape, Gear Warning System, TCAS System and GPWS System will be affected.			

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34	NAVIGATION					
-44-02	Terrain Awareness And Warning System (TAWS)					
	Class A TAWS Equipment Required					
-01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.	
-01	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.	
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34 NAVIGATION				
-44-02 Ground Proximity Warning -01 System (GPWS) (Continued)				
-03 Glideslope Deviation (Mode 5)	C	-	1	
	B	-	0	
-04 Advisory Callout	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.
-05 Windshear Mode (Reactive) ***	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
				NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
				(Continued)

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1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

C

1

0

B

1

0

C

—

1

B

—

0

C

—

0

(Continued)

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34	NAVIGATION					
-44-02	Terrain Awareness And Warning System (TAWS) (Continued)					
	Class B TAWS Equipment Required					
-44-03 -01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.	
-01	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.	
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34	NAVIGATION				
-44-03	Ground Proximity Warning				
-01	System (GPWS) (Continued)				
-03	Modes 2, 4 & 5	C	3	0	

-04	Advisory Callout	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.
-05	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

-02	Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	
(Continued)					

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34 NAVIGATION					
Class B TAWS Equipment Required (Continued)					
-44-03 Terrain Display -03 ***		C	-	0	
-04 Runway Awareness & *** Advisory System (RAAS)		C	1	0	
-44-04 Class C TAWS Equipment					
-01 TAWS / GPWS ***		C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any Mode that operates normally may be used.
-45-01 Traffic Alert And Collision Avoidance System (TCAS I)		B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. (Continued)

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34	NAVIGATION						
-45-01	Traffic Alert And Collision Avoidance System (TCAS I) (Continued)	C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.		
-45-02	Traffic Alert And Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.		
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.		
		(Continued)					

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34	NAVIGATION					
-45-02	Traffic Alert And Collision Avoidance System (TCAS II) (Continued)					
-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-05 ***	Airspace Selection Function	C	-	0		
-46-01 ***	Weather Storm Scope	C	-	0		
-50-01	Area Navigation (RNAV)	D	-	0	As required by 14 CFR.	
-50-02	Automatic Dependent Surveillance Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.	
					NOTE: If ADS-B is installed in lieu of or as replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
					(Continued)	

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SYSTEM, SEQUENCE NUMBERS & ITEM

1. REPAIR CATEGORY

1. REPAIR CATEGORY
2. NUMBER INSTALLED

1. REPAIR CATEGORY
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1. REPAIR CATEGORY
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4. REMARKS AND EXCEPTIONS

34	NAVIGATION
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-50-02 Automatic Dependent
Surveillance Broadcast
(ADS-B) System (Continued)

-01 Cockpit Display And Traffic Information (CDTI)

D

-

0

NOTE: Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used.

-02 CDTI Control Panel

D

-

0

May be inoperative provided:

- a) Flight ID can be set, and
- b) Screen display is acceptable to the flight crew.

-03 Data Link Transmitter

D

-

0

NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.

-04 Data Link Receiver

D

-

0

(Continued)

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34	NAVIGATION				
-50-02	Automatic Dependent Surveillance Broadcast (ADS-B) System (Continued)				
-05	ADS-B Application	D	-	0	
-51-01	Distance Measuring Equipment (DME) System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-51-02	Tactical Air Navigation (TACAN)	D	-	0	As required by 14 CFR.
-52-01	ATC Transponder And Automatic Altitude Reporting System	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.
(Continued)					

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34	NAVIGATION							
-52-01	ATC Transponder And Automatic Altitude Reporting System (Continued)							
-01	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next scheduled maintenance visit.			
-02 ***	ADS-B Squitter Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next scheduled maintenance visit.			
-53-01	Long Range Navigation (LORAN)	D	-	0	As required by 14 CFR.			
-55-01	Automatic Direction Finder (ADF)	C	-	0	As required by 14 CFR.			
-57-01	Global Positioning System (GPS)	D	-	0	As required by 14 CFR.			

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34	NAVIGATION					
-60-01 ***	Flight Management System (FMS)		C	-	0	(O) May be inoperative provided operations do not require FMS use.
-01	Tune Function		C	-	-	May be inoperative provided both RMUs are operative.
-02	Fuel Planning And Indicating Function		C	-	-	May be inoperative provided fuel quantity indicating systems are operative.
-60-02 ***	Flight Management System Data Transfer Unit (FMS DTU)		C	1	0	
-60-03	Navigation Management System					Deleted, Revision 4.
-61-01	Navigation Database		C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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1. REPAIR CATEGORY

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4. REMARKS AND EXCEPTIONS

35 OXYGEN

-00-01 Oxygen Temperature Display

Deleted, Revision 4.

-00-02 Oxygen Bottle Pressure Gauge (Mechanical Pressure Gauge)

C

1

0

May be inoperative provided Remote Oxygen Indicator is installed and operative.

-00-03 Remote Oxygen Indicator

D

—

0

May be inoperative provided all other System Indicators are operative and used for servicing.

-00-04 Oxygen System Discharge
Indicator
(Oxygen Blowout Disc)

C

—

0

(O) May be missing provided there is an adequate supply of oxygen for passengers and crew for the intended flight.

-20-01 Passenger Oxygen System

C

1

0

May be inoperative provided:

- Aircraft is operated without cabin occupants, and
- Crew oxygen system is operative.

-01 Mask

C

—

0

Individual oxygen masks or dispensers may be inoperative or missing provided associated seats are placarded "DO NOT OCCUPY".

(Continued)

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35	OXYGEN				
-20-01	Passenger Oxygen System (Continued)				
-02	Drop Out Panel	C	-	0	(M) Individual panels may be out of normal position provided: a) Oxygen masks and drop out panel are removed, and b) Associated seat(s) or lavatory is placarded "DO NOT OCCUPY". NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.
-03	Cargo Configuration	D	1	0	
-30-01	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.
-30-02 ***	Portable Oxygen Dispensing Unit	C	-	-	Any in excess of those required by 14 CFR may be inoperative provided: a) Required distribution of serviceable Bottles is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.

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		4. REMARKS AND EXCEPTIONS				
36 PNEUMATICS						
-00-01 Bleed Air Control System		C	2	1	(O) One (1) may be inoperative in the OFF Position provided: a) Emergency Pressurization Valve on operative Bleed Air Control System must be operative, b) Aircraft is operated at 25,000 feet MSL or below, and c) Aircraft is not operated in known or forecast icing conditions.	

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		4. REMARKS AND EXCEPTIONS				
38 WATER / WASTE						
-10-01 Potable Water System		C	-	-	(M) Individual components may be inoperative provided: a) Associated Components are deactivated or isolated, and b) Associated System Components are verified not to leak. NOTE: Any portion of the System which operates normally may be used.	
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that System is not serviced.	
-30-01 Lavatory Waste System		C	-	-	(M) Individual Components may be inoperative provided: a) Associated Components are deactivated or isolated, and b) Associated System Components are verified not to have leaks. NOTE: Any portion of the System which operates normally may be used.	

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46	INFORMATION SYSTEMS			
-00-01 ***	Electronic Flight Bag System (EFB)			
-01 ***	Class 3 EFB	C	-	- (O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used.
		D	-	0 May be inoperative provided procedures do not require its use.
-02 ***	Data Connectivity (Class 2)	C	-	- (O) May be inoperative provided alternate procedures are established and used.
		D	-	0 May be inoperative provided procedures do not require its use.
(Continued)				

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46	INFORMATION SYSTEMS			
-00-01 ***	Electronic Flight Bag Systems (EFBs) (Continued)			
-03 ***	Power Connection (Class 1 & 2)	C	-	- (O) May be inoperative provided alternate procedures are established and used.
		D	-	0 May be inoperative provided procedures do not require its use.
-04 ***	Mounting Device (Class 2)	C	-	0 (M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.
		D	-	0 (M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.

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		4. REMARKS AND EXCEPTIONS				
49 AIRBORNE AUXILIARY						
-00-01 Auxiliary Power Unit (APU) *** (LR-45)		D	-	0	(M) May be inoperative provided Auxiliary Power Unit (APU) is deactivated.	

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			4. REMARKS AND EXCEPTIONS			
52	DOORS					
-00-01	Keyable Door Lock		C	-	0	May be inoperative provided the Door opens and closes normally and can be secured CLOSED.
-10-01	Lower Cabin Door Damper (Gas Strut)		C	2	0	May be inoperative provided: a) Cabin Door is verified to operate normally, and b) Crewmember assists in Door opening and closing.
-10-02	Upper Cabin Door Assist Strap		C	1	0	
-10-03	Lower Cabin Door Retract Cable		C	1	0	
-30-01	Baggage Compartment Door Strut Assembly (Locking Arm)		C	1	0	May be inoperative provided the Strut does not interfere with Door operation.
-48-01	Tailcone Access Door Cable Assembly		C	1	0	May be inoperative provided the Cable does not interfere with Door operation.

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		4. REMARKS AND EXCEPTIONS				
-70-01	Cabin / External Door Indicating System					
-01	“ENTRY DOOR” (CAS Message / CWP Annunciation)	C	1	0	May be displayed, illuminated or inoperative provided: a) Crewmember visually verifies before each departure that the Entry Door is CLOSED and LATCHED, b) All Door Latch Visual Indicators provide a SAFE Condition Indication, and c) “FASTEN SEAT BELT” Sign remains ON for the entire flight.	
-02	“ENTRY DOOR PIN” (CAS Message)	C	1	0	May be displayed provided: a) Crewmember visually verifies before each departure that the Entry Door is CLOSED and LATCHED, b) All Door Latch Visual Indicators provide a SAFE Condition Indication, and c) “FASTEN SEAT BELT” Sign remains ON for the entire flight.	
-03	“EXTERNAL DOORS” (CAS Message)	C	1	0	May be displayed provided: a) Crewmember visually verifies prior to every flight two (2) locking pins extend and retract on both Tailcone and Baggage Door with door latch handle operation while door is in the open position, and b) Both doors are CLOSED and LATCHED prior to engine start.	

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1. REPAIR CATEGORY	
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2. <u>NUMBER INSTALLED</u>

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

52	DOORS
-70-01	Cabin / External Door Indicating System (Continued)
-04	“EMERGENCY EXIT” (CAS Message)

52	DOORS
-70-01	Cabin / External Door Indicating System (Continued)
-04	“EMERGENCY EXIT” (CAS Message)

52	DOORS
-70-01	Cabin / External Door Indicating System (Continued)
-04	"EMERGENCY EXIT" (CAS Message)

C

1

0

May be displayed provided:

- a) Crewmember visually verifies before each departure that the Emergency Exit is closed and LATCHED , and
- b) “FASTEN SEAT BELT” Sign remains ON for the entire flight.

May be displayed provided:

- a) Crewmember visually verifies before each departure that the Emergency Exit is closed and LATCHED , and
- b) “FASTEN SEAT BELT” Sign remains ON for the entire flight.

May be displayed provided:

- a) Crewmember visually verifies before each departure that the Emergency Exit is closed and LATCHED , and
- b) “FASTEN SEAT BELT” Sign remains ON for the entire flight.

May be displayed provided:

- a) Crewmember visually verifies before each departure that the Emergency Exit is closed and LATCHED , and
- b) “FASTEN SEAT BELT” Sign remains ON for the entire flight.

May be displayed provided:

- a) Crewmember visually verifies before each departure that the Emergency Exit is closed and LATCHED , and
- b) “FASTEN SEAT BELT” Sign remains ON for the entire flight.

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73	ENGINE / FUEL CONTROLS				
-31-01	Fuel Flow Indicator	B	2	1	(O) One (1) may be inoperative provided: a) All other Engine parameters are operative and monitored throughout the flight, b) Fuel Quantity Indications are OPERATIVE, and c) Weight and performance calculations based on FMS computations are not used.

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74	IGNITION					
-00-01	Igniter (White 'IGN' EICAS)	B	4	2	One (1) may be inoperative on each engine provided take-off in heavy precipitation is prohibited.	
-00-02	Ignition Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated EICAS "IGN" Message is operative.	

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76	ENGINE CONTROLS					
-00-01	Start Switch Indicator (Light Function Only)		C	2	0	May be inoperative provided the associated EICAS “START” indication is displayed.
-00-02	APR System		C	1	0	May be inoperative provided operations are conducted in accordance with the AFM (APR OFF) Performance Data.
-00-03	APR Switch Indicator (Light Function Only)		C	1	0	May be inoperative provided the associated EICAS “APR” Indication is displayed.
-01-01	Engine Synchronizer System		C	1	0	(M) May be inoperative provided: a) System is selected OFF, b) ENG SYNC is deactivated and secured, and c) AFM Limitations are complied with.

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77	ENGINE INDICATING			
-00-01	Engine Condition Trend Monitoring (ECTM) System	C	2	0
-41-01	Engine Vibration Monitor System	C	1	0
				(M) May be inoperative provided Engine Vibration Monitor System is deactivated and secured.

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		4. REMARKS AND EXCEPTIONS		
78 EXHAUST				
-30-01 Thrust Reverser System				
-01 3 Deactivation Pins Utilized	A	2	0	(M) May be inoperative provided: a) Aircraft has complied with Service Bulletin SB45-78-8 or SB40-78-02, b) Both Thrust Reversers are secured in FORWARD THRUST position utilizing three (3) Deactivation Pins in the specified locations in the note below, c) AFM performance is not predicated on the use of Thrust Reversers, and d) Repairs are made within two (2) flight days. NOTE: Thrust Reverser Deactivation Pin Fairing Locations: Outboard (upper and lower) and Inboard, (upper only).
-02 4 Deactivation Pins Utilized	C	2	0	(M) May be inoperative provided: a) Both Thrust Reversers are secured in FORWARD THRUST positions utilizing four (4) deactivation pins, and b) AFM performance is not predicated on the use of Thrust Reversers.